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MARRIAGES.
On March 9th, at Hongkong, Andrew, fourth son of W. J. P. Beattie, Dundee, Scotland, to MARGERY KATHLEEN, youngest daughter of J. DAVIS, Under Secretary for Public Works, Sydney, N.S.W.
On March 9th, at Shanghai, China, Louis HENRY FINCH DRAKEFOOT, to MARGUERITE ELISE CHAMIAZ.

DEATHS.
On March 2nd, at Shanghai, ARTHUR DE MORNAY DUBOIS, aged 51 years.
On March 5th, at 23, Carter Road, Shanghai, WILLIAM WILSON CLIFFORD, aged 57 years.
HONGKONG OFFICE: 10A, DES VEAUX ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 10th, 1906.

That there has been serious trouble within the precincts of the Imperial Palace at Peking there is, notwithstanding official denials, no room for doubt. The Dowager Empress, who succeeded so ally in getting hold of the reins of government, and who notwithstanding the difficulties inherent to her originally inferior position in the Household, has made her private wishes law throughout the empire of China, and has well passed her seventieth year, must soon in the natural outcome of things begin to lose that power of initiative which up to the present has carried her in safety through the multifarious plots and intrigues of which Chinese human nature even more than that of other races, after an experience of upwards of twenty centuries, has shown itself so prolific. That the Dowager Empress is beginning to feel her declining vigour is pretty evident from her declared wish to have the succession to the throne put on some stable basis, but the very mention of this has had the effect of arousing all the dangerous elements which are sure to surround a disputed succession. A short time ago, in commenting on the advisability of settling this difficult affair in advance, we gave a sketch so far as outside information was available of the princes of the blood nearest

to kin to the Throne; but it seems that so apparently simple a problem is not so easy of solution as at first sight it would appear. Much of this difficulty has, of course, proceeded from the former attempts of the EMPRESS DOWAGER to interfere with the succession, the most serious of which was the choice of an agnate in the same generation to succeed the deceased EMPEROR TUNG-CHI, and the consequent persecution of his ill-fated widow, the EMPRESS ALIEN, who there is good reason to believe was at the time pregnant. The details of all this have been carefully screened from the outside world; but in order to do so unusual precautions had to be taken, and the very taking of these precautions, which could not naturally be concealed from the sharp eyes of the Peking populace, has been prolific in raising a crop of more or less crude surmises, none having any authentic foundation; but of some slight importance as indicating, like feathers, the current of popular thought. The apparently authentic discovery of some carefully manufactured bombs on the railway premises outside the city would indicate that some plot was being hatched which would need for its accomplishment resort to violence; but no evidence to connect them with any individual or party has as yet appeared, and the secret, for China at least, where such things generally leak out long before they are ripe for execution, has been well kept on both sides. Rumours have been current amongst the Chinese that actual officials of high rank are prepared to take advantage of the position, and are even aiming at the Throne; but all such rumours must be received with caution. It is a fact that nervousness as the Chinese system of administration seems to be, no high officer of the throne, with a few rare examples, notably at the close of the Eastern Han, has ever found himself in a position to openly claim the Throne. One of the chief reasons is, of course, that in the main the high officials, who are always carefully selected for administrative ability, are well affected and possessed of sufficient power to prevent any one of their number actually taking up arms. Even the late LI HUNG-CHANG, who certainly was restrained by no scruples of conscience, found it more profitable to administer his province than embark on the uncertain waters of rebellion. It was not indeed till his Imperial master had kicked him out of the Palace that he made up his mind to open sedition, and then it took the form of lending himself to the private designs of the EMPRESS DOWAGER, which he certainly influenced for evil. But if such be the position with regular officials, there are others whose attitude is at best anomalous, and who apparently have every interest in prolonging the present state of uncertainty. Foremost amongst these is, of course, the eunuch LI LIEN-YING, known to the Chinese as the "False Eunuch." It is notorious that of all the Emperor's subjects LI LIEN-YING has been the most successful in gaining the personal favour of the DOWAGER: his position entitles him to access to the most private apartments of the Palace, and being an ambitious and clever man he at an early date contrived to gain an ascendancy over the mind of his imperious mistress such as no one else possesses. The ancient ballad, well known to every Chinese scholar, sings:—

"Who learn no right, know no remorse,
Are woman and her unsexed crew,"

and the imperial eunuch is the most despised of all about the Court; but this by no means deprives him of power, and a eunuch more clever than usual may, as LI LIEN-YING, make himself an influence in the State who cannot be disregarded by the highest official. But LI LIEN-YING, besides being ambitious, is acquisitive, and turns the tables on those that profess to look down on him by making them the butt of his exactions. He has thus, even beyond the favour of his imperial mistress, a very substantial basis of power in the back ground in being enormously wealthy; so that in popular imagination LI LIEN-YING is at the beginning and end of every story connected with the Palace. It is this no matter of surprise that he should be popularly connected with every movement about the Imperial residence. LI LIEN-YING's movements have, therefore, a significance, such as does not appear with regard to those of any other individual however highly placed, and the mere rumour of his having been dismissed by the EMPRESS DOWAGER flew like wildfire; and his apparent return to the Palace gave birth to all manner of sinister reports. With his Imperial mistress he possesses one thing in common, and that is the faculty of keeping his own counsel. Who are his friends, and who his enemies, and in whose favour he utilises, whether for himself or someone else, his influence is

practically an unknown factor, and this aggravates the uncertainty of the situation. Still the fact remains that affairs in the Imperial Palace at Peking are by no means in a satisfactory condition, and by no way may we hear of an explosion which will affect the Empire, or even lead to "European complications."

Yesterday's plague return showed only one case during the twenty-four hours.

Sir Alfred Gaslee, Lieutenant-General Commanding Bengal, who commanded the China Expeditionary Force in 1900, is to retain his present office until June 30, 1903, or for the full five years.

The Yokohama Specie Bank will hold its semi-annual general meeting on March 10th and subsequently an extraordinary general meeting, at which the establishment of branches at Osaka, Taiton and Mukden is to be discussed. The net profits for the past half-year amount to ¥3,318,115 (including ¥6,972,000 brought forward from last account).

The P. and O. mail steamer *Oceana* arrived in port on Thursday evening flying the quarantine flag. It was found that a case of small-pox had occurred on board among the Lascar crew. This caused a little delay in landing the passengers, the vessel having to be disinfected, but by 10 o'clock she was berthed at the Kowloon wharves.

Replying to a question in the House of Commons on the 26th inst., Mr. Runciman (replying for Sir Edward Grey) said that negotiations were proceeding for the admission of China to the Tibetan treaty, but it was not intended to alter the treaty. This means presumably that China's demand for a modification of the terms has been refused.

The report for 1905 of the Shanghai Cotton Spinning Co., Ltd., whose paid-up capital is £1,000,000, shows a divisible balance of £15,420, or over 50 per cent. of the capital. It is proposed to write £15,420 off various accounts, place £15,000 to the reserve fund, raising it to £15,000, pay a dividend of 20 per cent., and carry forward the balance, £15,21,051.

The new regulations regarding North Borneo and Brunai, in connection with the naval base at Singapore, are much commented upon amongst Colonials in Holland. Some are of opinion that a long British line connecting Labuan and Singapore offers a splendid safeguard to the Dutch Indies against attacks from the north, while others fear the measure may lead to further British expansion in Borneo.

An interesting feature of the future performances at Spanpan's Circus is the bicycle polo or football on bicycles which will be introduced for the first time in the East to-night by the well-known Watson trio, who have played before King Edward at Hurlingham Club, where they were presented with silver purses by Sir H. B. Ewart, quarry to His Majesty. Bicycle polo, it may be added, is not played with mallets, the ball being propelled by the wheels.

Presiding over a large social gathering in aid of the benevolent fund of the Caledonian Railway, held in Edinburgh, Mr. Charles E. Prince, M.P., stated, for a time Japan got all her engines from this country, but, tempted by cheapness, she got a supply from America. In working them, however, they discovered that the upkeep was so enormous that they had gone back to British engines, and had ordered 50 new powerful engines from Glasgow.

A Peking dispatch to a Japanese paper states that machinery for manufacturing opium recently ordered from England by Viceroy Yuan Shih-kai, cost ¥14,000,000, and has a capacity of 30,000 pounds of opium daily. It is proposed to establish an opium monopoly upon the arrival of the machinery, and the Viceroy is confident that an annual revenue of ten million yen can be easily obtained from this one source.

The London Gazette announces the King has been pleased to give and grant unto Vice-Admiral Sir Arthur William Moore, K.C.B., K.C.V.O., C.M.G. (now on his way to Hongkong), lately commanding His Majesty's ship *Gezzer*, which vessel accompanied the King of Norway from Denmark to Norway in November last, His Majesty's Royal licence and authority that he may accept and wear the Grand Cross of the Royal Norwegian Order of "St. Olaf" conferred upon him by His Majesty King of Norway.

An important step has recently been taken by the Russian authorities towards the colonisation of the Far East. A circular has been distributed among the soldiers of the Manchurian Army asking for the names of those men who are willing to become enrolled in the Cossack settlements in the Ussuri region under a promise of a free grant of land in that region, together with the free conveyance thither of their families who are now in European Russia. The men do not seem to be very eager to embrace this opportunity of becoming settlers.

It is acknowledged, the *N.-C. Daily News* says, that there is no better investment in Shanghai than landed property, and that the value of landed property in the Western District and beyond is constantly advancing. How is it then that the five mow of extra-land plot in a good locality, and as the Navy League wants the money to pay off its debt, the purchase of it will be like mercy, which "blesseth him that gives and him that takes."

We notice that the London Press Association has the highest authority for emphatically denying the truth of certain disgusting rumours which have been circulated respecting King Edward's health, and the association with this subject of the recent visit to Windsor of Dr. Ott of Maribad. Dr. Ott was received as an acquaintance, and not in his professional capacity, and he was not consulted in any way concerning His Majesty's health, which happily continues to be excellent.

Mr. Winston Churchill, replying to a question in the House of Commons on the 22nd inst. admitted that the conditions of the enlistment of Chinese coolies, in the opinion of Government, could not be classified as slavery, but were a derogation from even the lowest standard of labour hitherto tolerated in the Empire. He announced various amendments and ordinances dealing with objectionable features. It was necessary, he said, to proceed cautiously, as the interference of Great Britain was not popular in South Africa. It must not, he said, be assumed that the Imperial Government co-operate by continuing the Chinese condition in the event of the Transvaal Government deciding in favour of the Chinese.

According to a report the Government of Siam has sent numerous inquiries to the planters of the Navigator Islands as to the success which has attended the importation of Chinese labourers. The replies showed that the Chinese were generally regarded, both in respect of their work and their mode of life, as quite satisfactory. They, however, also made it clear that the Chinaman requires a strict master. The relations between the natives and the coolies were favourable, thanks to the strict measures taken by the Government, but the natives were inclined to be unfriendly. The fears that the coolies would introduce diseases have not been realised. The Government is now investigating the question of withdrawing their trading licences from the small Chinese shopkeepers, owing to representations made by the German commercial interests, which fear Chinese competition in shopkeeping.

By kind permission of Lieut.-Col. A. G. Fittin, D.S.O., and Officers, the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play the following programme of music during dinner at the Hongkong Hotel this (Saturday) evening:—
March "King Cotton," Sousa.
Overture "Hayden," Auber.
Valse "Rosen aus dem Süden," Strauss.
Selection from "The Orchid," Caryl.
Serenade "La Paloma," Yndur.
The Turkish Patrol, Michells.
Mazurka "La Czaïna," Ganne.
Selection from "La Pompe," Audran.
DINNER:—Hors D'œuvre—Caviar, in Eggs, Soup—Calf Head Soup, Fish—Grilled Fish and Parsley Sauce. Entrees—Stewed Steak (English Style), Salmon of Wild Duck, Tomato Farce, Curry, Nabab Curry, Joint—Roast Lamb and mint sauce, Roast Capon and Broad Sauce, Boiled Corned Round of Beef and Carrots, Cold Bologna Sausage and Plain Salad. Sweets—Lemon Pudding, Strawberry Ice Cream and Wafer, Apple Tart, Tiptop Cake, Dessert—Coffee—Fruits.

A WATCHMAN'S DEATH.

At the Magistracy yesterday afternoon Mr. F. A. Hazeland, sitting as a coroner, and a jury conducted an inquiry into the circumstances of the death of an Indian watchman named Liabo who was injured while attempting to free the propeller of the steamer *Hongkong* from an entanglement and subsequently died.

The master of the *Hongkong*, Frederick Maxfield, stated that the steamer traded between Hongkong and Kowloon on the West River. On the 21st ult. the chief engineer reported to him that one of the propellers had become entangled, and he decided to have it attended to when at Kowloon. He turned in, but afterwards learned that the Indian had gone down and had been wounded by the propeller whilst trying to clear it. That was the first he had heard of the watchman going down. He rendered first-aid and went ashore and reported the matter to the Harbour Master at Kowloon. The latter advised him to go on to Kowloon and get a Chinese doctor. On the way they met the H.M.S. *Robin*. Two doctors were on board the ship and they rendered assistance, but he died while being attended to by them. It was no part of the watchman's duty to do that work but he was going out for a swim and told the boatswain he would have a look at it. The boatswain ought to have told him that he had not found a Chinese diver and that the watchman had volunteered to go below.

J. G. Service, Chief Officer, gave corroborative evidence. He detailed the preparations for the watchman going below and the latter's diving. While below for the fourth or fifth time the propeller moved and deceased came to the surface wounded.

Alexander Taylor, Chief Engineer of the *Hongkong*, corroborated.

Dr. Hunter, medical officer in charge of the Government Civil Hospital, said death was due to multiple injuries.

Other evidence having been given by the coxswain and other Chinese members of the crew, the jury returned a verdict of death from misadventure.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 9th, 12.20 p.m.—The barometer is still high but falling quickly over land.
The anticyclone area appears to be now central over W. Japan.
Gradients have decreased and moderate and fresh E winds are indicated in the Formosa Channel and the N. part of the China Sea.
Forecast:—Fresh E winds; fine.
Telegraphic communication between the Observatory and Hongkong is just resumed.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GERMANY AND FRANCE.

COMPLETE AGREEMENT ANTICIPATED.

LONDON, March 9th.

Germany has admitted the right claimed by France to organise the Morocco police force.

A complete agreement is now anticipated.

THE NANCHANG MASSACRE.

SHANGHAI, March 8th.

The rioters at Nanchang are boldly confessing the massacre of missionaries and pleading that they were justified in the attack because the Catholics stabbed the magistrate.

(REUTERS' SERVICE.)

H.M.S. "DONEGAL."

LONDON, March 7th.

H.M.S. *Donegal* is returning to Malta.

THE GERMAN NAVY.

LONDON, March 7th.

The Budget Committee of the Reichstag has approved of an addition of five large cruisers to the fleet employed abroad and to the construction of two 18,000 tons battle-ships and a 15,000 ton cruiser.

The Budget Committee on the Reichstag has passed the first instalment for the construction of two torpedo divisions, and two and a half millions of marks for submarines.

THE FRENCH NAVY.

LONDON, March 7th.

In the French Chamber during a discussion on the naval estimates, M. Lockroy was cheered for a speech in which he declared that the naval programme was inadequate, and pointed out the importance of the navy in the event of a war with Germany.

THE UNITED STATES AND CHINA.

LONDON, March 7th.

In the Washington Senate, Mr. Hale opposed the concentration of troops in the Philippines, which he described as equivalent to a declaration of war against China.

THE MOROCCO CONFERENCE.

LONDON, March 7th.

News from Tangier states that the Moorish officials say they are indifferent to the conclusions that may be arrived at by the Algerian conference, as they do not intend to accept any clauses of which they disapprove.

THE APPROACHING MARRIAGE OF PRINCESS ENA.

LONDON, March 7th.

The conversion of Princess Ena was solemnized yesterday at the chapel Miramar, in the palace of San Sebastian, in the presence of the Royal family of Spain; and the premier, the Bishop of Nottingham, the Right Rev. Brindle, received the abjuration. Queen Christina stood as godmother and Prince Ferdinand as godfather. King Edward was not present.

[Although Princess Ena of Battenberg will be the first of His Majesty's many nieces to embrace Roman Catholicism—a change of religion rendered absolutely necessary for a Queen of Spain, who hitherto has always been a "born" Catholic—it will be recollected that no fewer than three of his nieces have already become members of the Orthodox Greek Church upon their respective marriages. They are the Crown Princess of Russia, formerly Princess Alice, youngest daughter of the late Grand Duchess of Hesse-Darmstadt (Princess Alice of England); the Crown Princess of Greece, formerly Princess Sophia; third daughter of the late Empress Frederick (Princess Royal of England); and the Crown Princess of Roumania, formerly Princess Marie, eldest daughter of the late Duke of Saxe-Coburg-Gotha and Edinburgh. His Majesty's great-niece, Princess Alice of Battenberg, was also received into the Greek Church upon her marriage two years ago to Prince Andrew of Greece, a younger son of the King of Greece.]

TO-NIGHT'S CONCERT.

The programme of the concert to be given at the Theatre to-night in aid of the Union Church New Organ Fund is a very attractive one. There are four instrumental items by the excellent band of the German flag-ship *Fleischmann*, Mr. Joki contributes a solo in the first part, and in the second part joins Messrs. König and Gonzalez in a trio for violin, viola and violoncello. The vocalists are Miss Humphreys and Mrs. D. E. Brown (soprano), Mrs. Kruger (mezzo soprano), Mrs. A. G. Gordon (contralto), Mr. W. M. Stewart (bass), and Mr. W. E. Leckie (baritone). A duet for 'cello and piano will be played by Mr. G. Kenig and Mr. G. Grimbale.

LATEST STEAMER MOVEMENTS.

The Steamship *Merionethshire* left Singapore on Thursday, the 8th inst., and is due here on or about Thursday, 15th inst.

CANTON.

Canton, March 8th.

THE YU-KU-HAN.

The seven charitable institutions collected on the 3rd \$24,487, on the 4th \$89,378 and on the 5th \$2,475 dollars for railway shares. It is reported that from the 23rd ultimo to date \$38,105 have been collected by these institutions.

The Cantonese merchants in Hanoi have telegraphed to the General Chamber of Commerce here that they have subscribed for 2,000 railway shares.

ADMIRAL TRAIN ENTERTAINED.
Yesterday Viceroy Shun entertained the American Admiral at a banquet in his Yamen. Admiral Train was accompanied by Mr. Lay, the U.S. Consul-General, and officers of the *Bainbridge*. The interview was very cordial, and the Viceroy exchanged photos with the Admiral. The Viceroy will not return his call, as Admiral Train insisted that he should not do so, owing to His Excellency having only just recovered from his illness. During their stay here the Admiral, Mrs. and Miss Train were the guests of the U.S. Consul-General. The whole party returned to Hongkong this morning by the U.S.S. *Barley*.

PREPARED OPIUM TAX.

One of the new regulations concerning prepared opium is to the effect that any person who desires to convert crude opium into the boiled and prepared article must first obtain a license from the farmer. On the 6th inst. a wealthy Chinaman named Chang, residing at Yin-Tse Lane, requested the opium boiler of the Wang-Hin-Kok shop to go to his private residence to boil several cakes of crude opium. The matter was reported to the farmer, who sent excise officers to Chang's residence with the result that Chang's stock of opium was discovered under a bed and seized. The boiler and his master were arrested and are now awaiting their trial at the Nam-Hoi Magistracy.

EXECUTIONS.

Yesterday three prisoners were taken from the Nam-Hoi prison to the Tien-chi Ma-Tan and beheaded. They were notorious pirates who have given much trouble to the authorities and were responsible for many daring robberies committed of late.

POLICE COURT.

Friday, March 9th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

DEFECTIVE MORTAR.

Two summonses at the instance of the Building Authority of the Public Works Department against Chinese contractors for using defective mortar in the construction of houses were heard.

In the first, Hop Lee, of 58, D'Aguilar Street, was prosecuted by Mr. W. T. Edwards for using defective mortar in the construction of seven houses at Glenelg.

Mr. Edwards—A sample of mortar was taken on 3rd February. Six briquettes were made. Three were tested in 14 days and three in 28 days. The average was three and a third pounds. His Worship—What is the minimum?

Mr. Edwards—We have not laid down a minimum. We have not presented on anything over 20 lbs.

His Worship—At any rate, anything under 20 lbs. is bad in your opinion.

Mr. Edwards—Yes.

His Worship imposed a fine of \$25.

In the second instance, Heang Shing, of 37, D'Aguilar Street, was summoned by Mr. W. Dobbis in respect of houses in Humphreys Avenue, Kowloon.

Defendant pleaded not guilty, adding that the mortar was in accordance with the Government requirements.

Mr. Dobbis stated the facts. Briquettes were made from the sample of mortar taken from one house, and when tested showed only a average tensile strain of half a pound.

His Worship—In your opinion it was not good lime mortar that was being used?

Mr. Dobbis—I should say it was decidedly bad.

Defendant said the rain affected the mortar.

Mr. Dobbis replied that he took the sample two days after the rain.

A fine of \$250 was imposed.

AN AWARD AT 44.

A cook in a restaurant at 44, Wallington Street was fined \$25 on each of two charges of assault. It appeared that on Thursday night a man in the restaurant refused to pay for his "chow," and the boy informed the cook, who came up from below armed with an iron bar with which to enforce payment. Unfortunately he selected the wrong man, a European named Edward Supperdorff, who naturally objected to the attentions of the cook, and a scuffle ensued. It developed into a fight in the street, and when P. C. Perry interfered the cook used the bar on him. However, he was arrested and had to pay \$50 for his mistake.

THE JAPANESE AND THE PACIFIC MAIL STEAMERS.

The special correspondent of the London *Daily Telegraph* telegraphed as follows to his journal on the 4th ult.:—I am in a position to make the important announcement that the Toyo Kisen Kaisha has opened up negotiations with a view to the purchase of the Pacific Mail Steamship Company, which comprises the following well-known great liners: Korea 5,651 tons; *Manchuria*, 8,750 tons; *Mongolia*, 8,750 tons; *China*, 3,188 tons; and *Siberia*, 5,655 tons. Mr. M. Shirasahi, general manager of the company, has already gone to America with a two-fold object, one to open up negotiations with Mr. Harriman, and the other to extend the Toyo Kisen Kaisha service to Brazil, at the request of the Brazilian Government.

The object of purchasing the five liners above mentioned is said to be to compete with a certain German steamship company. The amount required has not yet been settled, but I may add that the capital of the Pacific Mail Company is \$2,000,000, and the annual profit \$300,000. The yearly profits of the Toyo Kisen Kaisha are \$400,000 yen (\$400,000), added to which they received a subsidy from the Government of 1,000,000 yen (\$100,000).

At first the Pacific Mail Company wanted to purchase the Toyo Kisen Kaisha, but now the tables have been turned.

I hear that any agreement which may be concluded will, in all probability, include a clause binding the Pacific Mail not to compete with the new fleet for a period of years.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

AFONG'S PHOTOGRAPHIC STUDIO has REMOVED to No. 31, QUEEN'S ROAD CENTRAL, above Watkins, Limited, Apothecaries Hall, Entrance in the Lane next to Land Office.

Hongkong, 9th March, 1906. [a636]

TO LET.

NO. 5, SEYMOUR TERRACE.

Apply to—**WONG KAM FUK,**
Hongkong & Kowloon Wharf & Godown Co.
Hongkong, 10th March, 1906. 607

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, **TO-DAY (SATURDAY),** the 10th March, 1906, at 2.30 p.m., at his SALES ROOMS, QUEEN'S ROAD, **SUNDAY HOUSEHOLD FURNITURE, WATER COLOUR PICTURES, OVERMANTLES, DRAWING ROOM SUITES, CROCKERY, GLASS, and PLATED WARE, BICYCLE and COOKING STOVE.**

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 10th March, 1906. 608

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by **GIBB, LIVINGSTON & CO.,** Agents.

Hongkong, 9th March, 1906. [609]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex *s.s. "Marmora."*
From Penang, &c., ex *s.s. "N. S. N."*
B. & P. S. N. Co.'s Steamer.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 9th March, 1906. [1]

THE HONGKONG WEEKLY PRESS and **CHINA OVERLAND TRADER** are now ready and contains:—
Epitome of the Week's News.
Leading Articles:—
The International Crisis.
Responsibility for the Nanchang Murders.
The Overcrowding Evil in Hongkong.
The Chinese "Slavery" Cry.
China and Tibet.
Famine in Japan.
Hongkong Sanitary Board.
Kowloon Bowling Club.
Supreme Court Proceedings.
Marriage of the Hon. Mr. Pollock, K.C.
Royal Hongkong Yacht Club.
Royal Hongkong Golf Club.
A Prisoner's Death.
Chinese Surgery.
Canton News.
The Telephone at Shanghai.
Vicerey Chou-Fu and the Shanghai Municipality.
Shanghai General Chamber of Commerce.
A Great Raft for Shanghai.
The Nanchang Massacre.
The Development of Manchuria.
The Withdrawal of Troops from Manchuria.
Encouraging Commerce in the Philippines.
New Banking Law in the Philippines.
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China and Manila Steamship Co.
Shanghai Companies.
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Hongkong Fire Insurance Co.
China Fire Insurance Co.
Green Island Cement Co.
Shipping Notes.
Currency Problems in China.
An Interesting Hongkong Banking Case.
Hongkong.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or 81 Cents for three copies.
Subscription: \$12 per Annum, payable in advance; postage \$2.
Hongkong, 9th March, 1906.

INTIMATIONS.

HONGKONG CLUB.

NOTICE.

THE NINTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB, payable on SATURDAY, the 31st March, 1906, will be held at the HONGKONG CLUB HOUSE, at 11 o'clock a.m., on SATURDAY, the 17th March, 1906.

MEMBERS OF DEBENTURES are invited to attend the DRAWING.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 9th March, 1906. [596]

CHINA UNITED SERVICE RIFLE ASSOCIATION.

THE FIRST PRIZE MEETING of the Association will be held on March 18th and following days.

BRITISH EVENTS on Stonecutter's Range.
NATIVE EVENTS on Kowloon City Range.

PROGRAMME:—

- I. Rifle Championship Series.
 - II. Carbine Competition.
 - III. Nursery Competition.
 - IV. Affinity Competition.
 - V. Officers' Team Competition.
 - VI. The "Hattron" Challenge Cup (for Teams).
 - VII. The "Nora" Cup (for Teams).
 - VIII. Revolver Competition.
- Entries close on 14th March.
- The Rules of the Association and full Particulars can be obtained on application to **THE HON. SECRETARY, C.U.S.R.A.,** HEAD QUARTER OFFICES, Fletcher Street, Hongkong.
- Hongkong, 9th March, 1906. 597

WANTED.

IN KOWLOON 5 or 6-Roomed House, Furnished or Unfurnished.

Apply to—**"S. S. R."**
Care of "Daily Press" Office.
Hongkong, 9th March, 1906. 592

ON SALE

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, July to December 1905. With Index. Price \$7.50.

On sale at the **Hongkong Daily Press Office**
Hongkong 20th Feb. 1906

ENTERTAINMENTS

SPAMPANI'S EUROPEAN CIRCUS.

TO-NIGHT! TO-NIGHT!

AT 9 P.M.

THE CIRCUS IS LOCATED AT CAUSEWAY BAY.

SPECIAL CARS RUNNING.

GREAT BICYCLE POLO MATCH OR FOOTBALL ON BICYCLES,
THE HIT OF THE SEASON,
BY THE **WATSON TRIO**
AND **MISS ANNIE.**

AUSTRALIA VERSUS ENGLAND.

TO-DAY (SATURDAY), MARCH 10, GRAND MATINEE

AT 3.30 P.M.

Children Admitted at Half-Price.

Plan at the **ROBINSON PIANO CO.**
E. SPAMPANI,
Proprietor and Director.
Hongkong, 9th March, 1906. 550

THEATRE ROYAL CITY HALL.

GRAND ORCHESTRAL CONCERT

BY THE WELL-KNOWN BAND OF **H.L.G.M.S. "FUERST BISMARCK."**

TUESDAY, 13th MARCH, AT 9 P.M.

Booking Office at **ROBINSON PIANO CO.**

Dress Circle \$3
Stalls \$2
Pit \$1

SOLDIERS and SAILORS in Uniform Half-price.

Hongkong, 9th March, 1906. 594

NOTICE.

UNDER the distinguished Patronage of **HIS EXCELLENCY SIR MATTHEW NATHAN, K.C.M.G.,** Governor of Hongkong.

A CONCERT

will be given in the **THEATRE ROYAL CITY HALL, TO-NIGHT (SATURDAY),** the 10th March, at 9 p.m., in aid of the **UNION CHURCH NEW ORGAN FUND,** by the following artists:—

Mrs. D. E. BROWN, Mrs. GORDON, Miss HUMPHREYS, Mrs. KRUGER, Mr. GRALLEN, Mr. GONZALES, Mr. JOKI, Mr. KOWING, Mr. LOCKIE, Mr. STEWART and Mr. GRIMBLE.

Also, by kind permission of **ADMIRAL BRUNING,** the Band of the **Flagship S.M.S. "FURST BISMARCK,"** under Bandmaster **KARL JESSEN** will play Four Selections.

Tickets, \$2.00 each, may be had at Messrs. **LAMB, CRAWFORD & CO. (Music Dept.)** and **Wm. POWELL, Ltd.,** also, of Members of the Ladies' Committee of the Church, or the Undersigned.

A. MACKENZIE,

Hon. Secretary.
Hongkong, 2nd March, 1906. [541]

AUCTIONS

(BY ORDER OF THE MORTGAGEES).

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

On **MONDAY,** the 12th March, 1906, at 3 o'clock in the afternoon, at their SALES ROOMS, in Lee House Street,

IN ONE LOT THE VALUABLE LEASEHOLD PROPERTIES,

registered in the Land Office as **INLAND LOT No. 576 and FARM LOT No. 65.**

These properties comprise No. 4, **SEYMOUR ROAD** and a house now in course of erection known as **"GLENSKIN."** The total area of the above Lots is 103,450 square feet. The total Crown Rent is \$388.

Particulars and Conditions of Sale may be obtained from the undersigned.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st March, 1906. [528]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED, On **SATURDAY,** the 24th March, 1906, at 12 Noon, at the Hongkong and Kowloon Wharf and Godown Company's premises, the following,

W. Y. T. Co., 1,752 Pieces ROUGH LUMBER, And EX S.S. "TELEMACHUS,"

W. Y. T. Co., 2,798 Pieces ROUGH LUMBER.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th March, 1906. 599

NOTICES OF FIRMS

HAVING OPENED A BRANCH of our business at 1 and 12, Seichuen Road, Shanghai, we have appointed **MR. EMIL FISCHER** Manager, who will sign the Firm per pro.

MACLEWEN, FRICKEL & CO.,
Hongkong, 5th March, 1906. [659]

MR. RICHARD HANCOCK is authorised to sign the name of our Firm per Procuration.

SHAWAN, TOMES & Co.
Hongkong, 26th February, 1906. [502]

NOTICE IS HEREBY GIVEN to Consignees and others interested that unless payment of freight and charges on the under-noted cargo is made to the undersigned on or before **NOON**, on the 23rd March, 1906, the cargo will be sold by Public Auction to defray freight and expenses incurred in landing and storing into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where it now lies.

Ex **"OANFA,"** arrived from Victoria, B.C., 5th July, 1905. 1,732 pieces Lumber marked **W. Y. T. Co.**

Ex **"TELEMACHUS,"** arrived from Victoria, B.C., 23rd July, 1905. 2,798 pieces Lumber marked **W. Y. T. Co.**

BUTTERFIELD & SWIRE,
Agents.
O.S.S. Co., Ltd. and C.M.S.N. Co., Ltd.
Hongkong, 9th March, 1906. [598]

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the **GREEN ISLAND CEMENT COMPANY, LIMITED,** will be held at the Office of the Company, **ST. GEORGE'S BUILDING,** Chester Road, Victoria, Hongkong, on **SATURDAY, the 24th day of MARCH, 1906,** at 11.30 o'clock a.m., when the subjoined Resolution will be presented to the Extraordinary General Meeting held on 7th March, 1906, will be submitted for confirmation as a Special Resolution:—

RESOLUTION.
"That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 500,000 NEW SHARES of \$10 Each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the Shareholders of the Company according to the Company's register of Shareholders on the First day of July, 1906, in the proportion of One New Share for every three Old Shares in the Company held by the respective Shareholders thereof, the amount payable on each of such New Shares to be paid on the 31st day of July, 1906, and the said New Shares to be issued to the said Shareholders in accordance with the said General Managers in accordance with the Company's Articles of Association."

SHEWAN TOMES & CO.,
General Managers.
Green Island Cement Co., Ltd.
Hongkong, 7th March, 1906. 595

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's Office, **ST. GEORGE'S BUILDING,** on **SATURDAY, the 24th March, 1906,** at 12 o'clock Noon, to receive a Statement of Accounts to the 31st December, 1905, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th March, both days inclusive.

J. WHEBLEY,
General Manager.
Hongkong, 8th March, 1906. [595]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$25 per Share for the year ending 31st December, 1904, declared at To-day's Ordinary Annual Meeting, will be paid at the **HONGKONG and SHANGHAI BANKING CORPORATION,** and Hongkong Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, **KING'S BUILDINGS, Connaught Road,** after 10 a.m. To-morrow.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 7th March, 1906. 593

PUBLIC COMPANIES

GEO. FENWICK & CO., LTD.

THE SEVENTEENTH ORDINARY GENERAL MEETING of Shareholders will be held in the **HONGKONG HOTEL, THIS DAY (SATURDAY),** the 10th day of March, 1906, at 1.30 a.m., for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th until 10th March, both days inclusive.

By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.
Hongkong, 10th March, 1906. [548]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, **THIS DAY (SATURDAY),** the Tenth day of MARCH, 1906, at 12 o'clock Noon, when the Resolutions set out below, which were passed at the Extraordinary General Meeting of the Company held on the Sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board,
JAMES WHITTALL,
Secretary.
Hongkong, 10th March, 1906.

RESOLUTIONS:
(1) That the Articles of Association of the Company be altered in the following manner:—

The following Article shall be substituted for Article 120, namely:—

130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders to the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905 shall be called for, or presented to the Shareholders in respect of Article 130 as this day substituted.

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING of Shareholders will be held at the **CITY HALL, on MONDAY, the 12th March, at 12.15 p.m.,** for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 12th March, both days inclusive.

EDWARD OSBORNE,
Secretary.
Hongkong, 24th February, 1906. 594

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the COMPANY'S OFFICE, **ST. GEORGE'S BUILDING, No. 6, Connaught Road, Victoria,** on **WEDNESDAY, the 14th March, 1906,** at 11 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from **SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.**

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 17th February, 1906. [511]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the COMPANY'S OFFICES, **ST. GEORGE'S BUILDING, No. 6, Connaught Road, Victoria,** on **WEDNESDAY, 14th March, 1906,** at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from **SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.**

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 25th February, 1906. [512]

PHILIPPINE COMPANY, LIMITED.

THE THIRD ORDINARY MEETING of Shareholders in the above Company will be held at the OFFICE of Messrs. **HOLLIDAY, WISE & Co., No. 100, Calle Anlogue, Manila, P.I., on THURSDAY, the 15th day of March, at 3.30 p.m.,** for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

HOLLIDAY, WISE & Co.,
Agents.
Manila, 5th March, 1906. 573

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of the Shareholders of the Company will be held at the OFFICES of the General Agents, on **WEDNESDAY, the 21st March, at Noon,** for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 21st March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 28th February, 1906. [513]

TO LET

TO LET.

SEVEN EUROPEAN HOUSES, late of F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floor and Top Floor with Godowns can be let separately on lease. Apply to—**CHUNG SHUN KOO,**
First Floor, No. 10, Queen's Road Central, Hongkong, 19th July, 1905. [81]

TO LET.

NO. 3 and 4, "FAIRVIEW" ROBINSON ROAD, Kowloon.
Kowloon Marine Lot 47 with Wharf Godown, No. 9 Zetland Street.
Apply to—**LEIGH & ORANGE,**
1, Des Vaux Road.
Hongkong, 27th February, 1906. 501

TO LET.

NO. 74, CAINE ROAD.
No. 2, MACDONNELL ROAD.
GODOWN (Small) No. 32a, Praya East.
Apply to—**COMPRADORE'S DEPARTMENT,**
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [80]

TO LET.

SUITABLE for Office, ONE ROOM in Prince's Building.
Apply to—**LAUTS, WEGENER & CO.,**
Hongkong, 4th March, 1905. 84

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.
Apply to—**HONGKONG LAND INVESTMENT & AGENCY CO., LD.,**
Hongkong, 28th June, 1905. [78]

TO LET.

NO. 5, "FAIRVIEW," Robin. a Road, Kowloon. Semi-detached House. Moderate rental.

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon. Rental \$50 per month and Taxes. "STOLZENFELS," PEAK. Bungalow and Tennis Court. From 1st May next. Apply to—**HUMPHREYS ESTATE & FINANCE CO., LD.,**
Agents.
Hongkong, 20th February, 1906. [390]

TO LET.

HOUSE, No. 5, ROSE TERRACE, Robinson Road, Kowloon. Immediate possession.

TO LET.

HOUSE, No. 2, ROSE TERRACE, Robinson Road, Kowloon. Possession from 1st March, 1906.

TO LET.

THE COMPRADORE, Messrs. BARRETT & Co.
Hongkong, 2nd February, 1906. 330

TO LET.

THE SUMMER HOUSE, Mount Kellett, Partly furnished, immediate possession.

TO LET.

FURNISHED—NORMAN Cottage West, Peak Road, possession from 1st May.
Apply to—**PERCY SMITH & SETH,**
5, Queen's Road Central.
Hongkong, 2nd March, 1906. 545

TO LET.

DEFENCE OF OCEAN TRADE.

TEST OF THE BRITISH ADMIRALTY'S SCHEME.

A scheme for the protection of British merchant shipping, which has been elaborated by the Admiralty, will be put upon its trial during the coming year. It is a scheme which is of the greatest importance, and it is one which will be of great benefit to the British Empire. The scheme is based upon the principle of the "fleet in being," and it is one which will be of great benefit to the British Empire. The scheme is based upon the principle of the "fleet in being," and it is one which will be of great benefit to the British Empire.

More than 100,000 tons of shipping of the world is British. Consequently the task imposed upon the Admiralty is one of great magnitude. The plan for this year's manoeuvres, however, will include a complete trial of the scheme on all the great trade routes. The co-operation of shipowners is essential to the success of the proposals, and this has been very cordially promised. This fact is of great interest owing to the co-operation with which some commercial men have viewed the development of Admiralty policy which resulted in the establishment of three squadrons in distant seas and the elimination of about 150 ships from the active list.

In the course of the manoeuvres an effort will be made to dispel such feelings by demonstrating that the new scheme of distribution of his Majesty's ships, and the unique policy for the protection of ocean commerce, which has never before been conceived, is a measure of security for British interests which is never before been conceived.

During the French war we lost a matter of nearly 11,000 ships, but this was in the days of the sailing ship. By the action of our fleet in the war with America we inflicted a loss on the "unfriendly" marine of the United States from which it has never recovered. It is the possibility of capture, rather than any tangible evidence in support of the ruin to the British marine in war-time, which is the main point of the commercial gambler and the man who hopes to operate for "corner" in wheat, or cotton, or other necessities. Apart from such employment of ingenuity, there is a widespread belief that on the whips of war prices will be raised up. Rival Powers have long since realised that an attack on commerce is a good means of injuring the British Empire, and even years ago Mr. (now Viscount) Goschen said, in a course of discussion in the House of Commons:

"I want to call the attention of the House very briefly to the fact that one of our rivals are practically giving up the idea that they would be able to meet us in the open sea, or if they were able to meet us in the open sea, that, at all events, the better policy would be to endeavour to wear out the patience of this country by prolonged attacks upon our commerce, our food supply, and our sources of production."

They think that while our battleships would be lying opposite their ports they would be able to sweep down upon our commerce, until this country is third of the uncertainty and the injury inflicted upon us and of the flag being transferred to other nations. It has been avowed in the most distinct terms. Scientific and political statesmen have all commended this plan, and what more, they have acted upon it.

"The plan now is to build very fast cruisers which shall prey upon our commerce, and which shall inflict damage upon us which we have attempted to describe. We cannot sit still in the face of the construction of cruisers intended for that purpose. We know that purpose, and it is our bounden duty to defeat it."

In the old sailing days, of course, commerce was protected by means of a navy, but it has been realised for years past that this method is unsuited to the steam age. In the comfortable times when everything was done in a leisurely way, merchant vessels used to congregate at rendezvous, and then sail in charge of a man-of-war. In these days such a plan is impossible, because the number of British ships has increased, and the available men-of-war tend to decrease, while the cost of each unit grows at an amazing rate. Apart from torpedo craft, there is today not a single ship building for the British Fleet which will cost less than a million sterling, whereas in the days of the convey quite adequate men-of-war could be built and equipped for about £50,000, with the result that we had an immense array of war ships, small and handy in the wind, available for this duty, whose special protection was their speed in contrast with the heavier and slower "ships of the line." The introduction of steam has changed the whole problem: battleships are now being built of great speed, and armoured cruisers with rates of speed up to twenty-four knots. They are expensive, but their advent is driving off the seas all the cruisers without armoured belts and with no guns heavier than the six-inch weapon. The late war has confirmed the belief which the Admiralty formed several years ago in favour of none but armoured ships, and in the process of international rivalry for power and speed the size of the vessels has so greatly increased that a single one now runs into a fortune. Such men-of-war cannot be built in great numbers, and nothing less swift and powerful is worth spending money upon.

It is in view of these conclusions that protected cruisers have been cast on the scrap-heap and no more are being laid down for any of the great navies. Every ship now being planned will be large, swift, of heavy-gun power, and consequently costly. So far as Great Britain is concerned, there is some advantage in this development, for reasons of economy will prevent rivals, all with great armaments, and all of them poorer than ourselves, and with less at stake about building many armoured ships of high speed, which can be let loose on the British mercantile marine. Certainly, the danger to British sea-borne commerce in time of war tends to decrease and it may be hoped with some confidence that, in the course of this year's "great manoeuvres," the Admiralty will be able to reassure the commercial world as to the adequacy of the plans which have been ordered for defeating the Empire and protecting its mercantile marine. It is oft-times imagined that it time of war an enemy's warships in large numbers will be able to roam the seas picking up British ships. This is a complete delusion. Now and again, by mischance, such vessels may get to sea, but some satisfaction may be gained by reflection on the following facts:

3. As soon as war threatens, an enemy's vessels, in whatever sea they may be, will be "shadowed" in superior force, unobtrusively, but effectually.

4. Ships cannot move without coal, and we hold nearly all the coaling stations in the world, and France, our friend, if not our ally, has most of the remainder.

5. As the size, and power, and cost of ships increase, so the number available in foreign waters for commerce destruction diminishes. Year by year, apart from torpedo craft, whose operations must necessarily be largely confined to narrow waters, fleets decrease numerically.

The objective which the Admiralty must, of course, keep in view is the avoidance of the necessity of laying up merchant ships, or withdrawing them from their trade. Such a course, if adopted by Great Britain, would mean grievous damage, if not radical starvation, and at whatever cost the Government of the day is bound to guarantee the freedom of the seas. In as far as security can be assured, it is anticipated that the Admiralty's plans will meet all requirements. —Daily Telegraph.

SEA TERMS IN COMMON USE.

Clear Bill of Health. A certificate endorsed by the Consul of the country to which a ship is bound certifying that on leaving port she was free from any contagious disease and that no such disease existed in her from which anything could be expected.

Cargo Quarters. "A" comes to close quarters; now a well-recognized term in general use. Originally was purely a sea term. Cargo quarters, or close-quarters, sometimes also called coiled quarters, were built into the hulls of sailing ships, and were used as a shelter when she was boarded. Stow-aways were so fitted in case of the negroes rising. "Fights" were waged in the cargo quarters, and for some time the men when close with another vessel, Shakespeare refers to them in the "Merry Wives of Windsor," where Pistol in a very nautical speech cries "up with your fights."

Cargo. (From the French *carguer*) to accompany on the way; was probably a sea term originally and meant a fleet of merchant vessels protected by an armed force.

Decoy. A snare for catching wild ducks. At sea it had a special nautical meaning; to so change the aspect of a war-ship that she might be mistaken for a trader and so entice a vessel of inferior strength to come so close as to ensure her capture.

Devil. A word which came to have almost entirely a nautical significance as a term for a vessel abandoned at sea; used generally to denote a waif.

Devil to Pay. (They) and no pitch lot. A curious and well-known expression, purely nautical in its origin. The outboard of a wooden ship was termed the "devil" owing to the difficulty of caulking it. To "pay" the seams, is to pour boiling pitch along them after the caulking has been driven in. This explains the origin of the term which has now come to mean colloquially, "The duties of a row and no extenuating circumstances, or something to that effect. 'There'll be the devil to pay' is found in one of Dr. Wendell Holmes' poems.

Disarmed. A naval (and military) term. A ship, "disarmed" was unrigged, and all her stores and guns taken on. A gun "disarmed" was "rendered unfit for service." A term now in general use for "stripped" or "divested."

False Colours. To sail under false colours, a phrase in general use which explains itself. Purely nautical in origin. "The Colours" in army and navy refer to the regimental and naval flags. To sail under false colours and chase an enemy is permitted; but the merchant has no such allowance of firing on an antagonist whilst under false colours.

First Rate. Now used in a similar sense as A1: a naval term which may still be found in the Navy List. In the days of wooden ships vessels of 100 guns and upward were "first rates," ships of 90 to 100 guns were "second rates," ships of 80 to 84 guns "third rates," ships of 60 to 74 guns "fourth rates," which were comprehended under the general term of frigates, and never appeared in lines of battle. Fifth and sixth rates were less powerful vessels. In the time of the Charles's and the Commonwealth these ratings were different, there being only one ship of 100 guns in the reign of Charles I., the celebrated *Sovereign of the Seas*.

Full Due. "To give him his due, or full due," is a term fully understood in a general sense. It is distinctly a naval term and will be found in the mouths of Marryat's characters. "Pay a full due" means "for good" or "complete" in naval parlance. One of Elizabeth's ships was the *Due Repulse*.

Gantlet. To run the gantlet. This was possibly a military term originally, but the seamen made it (and the custom) his. Gant, the Ghent run, was said to have been invented in that town, and was a punishment in which the culprit was compelled to run between two files of men armed with rope ends, receiving a blow from each; it was used at sea as a punishment for dirty crimes, such as thieving.

Grog. A mixture of rum and water, introduced as a drink in the navy in 1740 by Admiral Vernon as an attempt to check drunkenness, his seamen nicknamed him "old grog" from the program (*grog grain*) coat he was in the habit of wearing. In later days sugar and lime juice were added to the mixture.

Hard up. Is probably derived from the sea order "h-h up the helm," being used in a secondary sense as obliged to bear up for Poverty Bay. In bearing up the helm is put "hard up," but this is only a sailing ship term and never used in a steamer.

High and Dry. The situation of a vessel aground, so as when the tide ebbs, she can be seen dry upon the strand. "Cut and dried" is, I believe, a book-binder's term.

Jack. Union Jack. The full term dates from the Union of England and Scotland, and it has been attempted to obtain the derivation of "Jack" from "Jacques" or James, the king. This, however, is incorrect save in a secondary sense. The Jack (from whence we get jacks) was a military coat, and in the earlier days of men had the red cross of St. George emblazoned upon this "Jack." This may be the origin of the term. Other commentators again derive it from the "Jack" or small staff at the bowprit from which it was flown; but this is doubtful, as originally it flew from the spirit topmast. The term is now used in other navies besides our own, the American, for instance, where the "Jack" is white stars to the number of the States on a blue ground. One of our old sea songs is—

"British sailors have a knack,
Haul away, ye ho boys,
Of hauling down a Frenchman's Jack,
'Gainst any odds, you know boys."

The original English colour was St. George's red cross on a white ground. The Scottish flag was blue with a white St. Andrew's cross saltirewise. At the union these two were blended into one flag. Then in 1801, when Ireland entered the union, a red cross was placed upon the white St. Andrew's cross, leaving a margin of the white on either side. The red cross saltire for Ireland is said to be taken from the arms of the Fitzgerald family, though this

cross had for some years previous to the Union been associated with St. Patrick, and was intended to be a symbol of that saint.

Jack Robinson. "Before you can say Jack Robinson" is a term of considerable antiquity and said to be nautical. There used to be a popular naval song and dance of that title.

Kit. A seaman's wardrobe, also used in the army; and now a term in very general use on shore.

Laid Up. Though this is a term in such general use now, it was undoubtedly a sea term originally. A vessel dismantled and moored in dock or harbour was "laid up."

Landmark. This term was used daily in shore talk. Originally it meant any object on shore, such as a "Boston Stump," as the tower at Boston Church, used to be called, which acted as a guide to a vessel.

Lead. To show your ear in. To intrude unasked, "Our" can only appertain to the water. "Of and on." We are so used to such terms that we never even think of their origin. This was said of a vessel working to windward which approached the shore on one tack and stood out to sea on the other.

Off the Reel, or "right off the reel." Not unknown in shore parlance, but the speakers seldom or never understand the meaning of what they say. It refers to the "Hundred Loaf," "she is going forty-eight knots right off the reel."

Outfit. of which the meaning need not be given, is a sea term describing the stores and gear with which a merchant vessel is "fitted out" for a voyage.

Overboard. This also wants no explanation, and although a nautical term is now in general use.

Overhaul. This, originally, was purely a sea word; it was the Anglo-Saxon for wave. The term is often met with in accounts of old voyages used in a professional sense. "Overhauled" is overpowered by the sea. In a similar sense it is used for one swamped by some sudden trouble.

Pilot. This term is often used by landmen in describing a guide; it was long ago used as a term for the officer in later days called a "pilot" is still the mate's appellation in Spanish vessels and ships. The more ancient name for a pilot was *lobosman*, and our modern word possibly comes from the low German *lofen* "to take soundings and 'loft' the lead." But *lobosman* derives from "lobo" to lead, so that there are two derivations to choose from. Another derivation of the word is referred to the particular kind of cap (from the Latin and Italian *pila*) which pilots wore in early shipping days.

Point-Blank. "All plain sailing" used in ordinary shore conversation implies a wrong definition. Correctly it is "plain" sailing, the first of the "sailings" in navigation books where the ship's course is treated as an angle, and the distance, difference of latitude, and departure as the sides of a right-angled triangle. Before the time of Mercator this was the "sailing" in use, and being so simple gave rise to the secondary meaning.

Point-Blank. Perhaps not a purely nautical term, but military also. Used in common parlance for "direct." In firing it means the distance which a shot fired will go in a straight line and hit the "blank" which was the old term for the mark on the butt. For any long distance elevation of the muzzle is necessary and then the shot is not fired point-blank. —Nautical Magazine.

THE COINAGE OF THE PHILIPPINE ISLANDS.

The *San Francisco Chronicle* recently published the following article:—When we took possession of the Philippines its silver currency was in the deplorable condition until recently common to all Oriental countries—possibly worse than in most other countries. The Mexican dollar was the principal coin, but there were also Philippine coins in circulation, and the value of all fluctuated continually with the gold price of silver bullion. It was impossible for merchants to do business with any degree of certainty, and the profits to cover great risks. Such a condition bears most severely upon the poor and ignorant, who form the great mass of the Philippine population, for upon them all losses are finally saddled. It was essential to institute a reform, and the best and safest method was to introduce the United States currency with its full gold basis. That, however, it was thought, would produce too great a wrench, and it was decided to adopt the plan which seemed to be working successfully in Japan and was being introduced or proposed in most Oriental countries. That plan was to make a silver dollar redeemable in gold at the ratio of about 32 to 1 instead of 16 to 1, and to tax all other silver coin out of the country.

The second annual report of the Chief of the Philippine Division of Currency describes the progress of this reform, now nearly completed. The Philippine Government borrowed the money for the purchase of the bullion as was required, and had it minted and shipped to the islands, where it was exchanged for old currency or paid out in due course of business. It keeps the parity at about 32 to 1 by maintaining a gold reserve in New York and selling gold drafts in exchange for silver pesos. The interest on its daily business has paid all the interest charges in connection with the transaction, and the seigniorage, or difference between the coin value and bullion value of the silver used, has yielded a comfortable profit to the treasury. The money is in circulation, people are becoming accustomed to it, and the transaction has been virtually completed at a small profit to date to the treasury, and without loss to any individual except the few who held on to the old coin until after the date when it would be taken except at its bullion value. In spite of every possible effort to call the money in, there were some who did not exchange when they could.

There is a possibility that all the Oriental countries which have adopted, and guaranteed, the ratio of 32 to 1 may find themselves in trouble by the rise of the price of silver bullion to a point above that. Without attempting to be exact, when silver sells for 63.5 cents per fine ounce it is about at the ratio of 32 ounces of silver for one ounce of gold. If the Philippine Government can buy silver for less than that it makes a profit—or seigniorage—on its coinage, less cost of minting and transportation. The silver purchased by the Philippine Commission during 1904 cost on the average 56.27 cents per ounce, yielding a profit, when coined, of about 72 cents an ounce. Recently, however, there has been a rise in the price of silver, the latest quotation at this writing being 65.5 cents per fine ounce, so that if the Philippine Government were now buying silver there would be a net loss in coinage of about 2 cents an ounce, in addition to cost of minting and transportation. That, however, is not the worst aspect of the case. If silver remains permanently at a price above its coinage value sufficient to pay the cost of minting and refining and still leave a profit, nothing can prevent the new Philippine coinage from being melted down and sold for bullion. This is a situation which affects all the Oriental countries which have adopted ratios around 32 to 1. Probably at present prices the operation would hardly pay, but it would require only a very little additional rise, with prospect of permanence, to make a great deal of trouble in the Oriental money market.

THE LIVER IS A GOOD FRIEND, BUT A BAD ENEMY.

The liver is a large and powerful organ, composed of a great multitude of blood vessels, nerves, absorbents, and biliary canals, held together by a red, fleshy substance. The liver's great work is to supply the bile, which helps to prepare our food for converting into rich, life-giving blood.

But when the liver becomes sluggish, there is not enough bile made to digest the food, so the blood becomes starved—thin, pale, and without nourishment, and the food ferments, giving off bad gases which cause flatulency, hiccups, and foul breath. The bowels become clogged, and constipation begins.

One of the first signs of sluggish liver is a feeling of despondency and weariness (due to the impure blood supplying the brain and failing to nourish the body). The complexion will be yellow, and the eyes heavy; there will be wind in the stomach, variable appetite, palpitation of the heart, and bad taste in the mouth.

Liver trouble should always have prompt treatment, and, in its early stages, careful dieting in conjunction with a thorough course of Doan's Dinner Pills, will effect a cure. But if neglected, enlargement of the liver may result, and the action of the organ may be ruined; there will be dyspepsia, anæmia, and perhaps skin disease. The muscles that drive out the poisonous waste will be numbed, and there will be constipation. Doan's Dinner Pills are the great liver corrective; the action is mild but reliable; they give a healthy stimulus to the liver, so that sufficient bile is produced to digest the food and ease the passage of waste.

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